

THE MOUNTAIN ADVOCATE.

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MOTTO:—LIVE FOR OUR FRIENDS—DO THE GREATEST AMOUNT OF GOOD WE CAN TO THE LARGEST NUMBER OF PEOPLE.

Terms: \$1.00 Per Year in Advance.

BARBOURVILLE, KENTUCKY, FRIDAY, MARCH 25, 1910

Seventh Year. Vol. 7. No. 7

HORRIBLE WRECK

On K. C. Division, in Which Four Men Lost Their Lives

Operator at Berea Overlooked Orders Causing Two Heavy Freight Trains to Run Together

Engineer Sanford, One of the Victims, Was Nephew of Mrs. D. W. Clark

News was received here Tuesday of a most horrible railroad accident which occurred at White's Station, five miles north of Berea, about midnight Monday night in which four men lost their lives and several others were severely hurt and property loss amounting to perhaps \$200,000.

The dead: Arthur Sanford, of Paris, engineer on South bound train No. 913, George DeVore, of Paris, fireman on No. 913, James O'Rourke, of Paris, fireman, John Russell, of Paris, a laborer.

The injured: W. C. Hamilton, Covington, brakeman, W. C. Justice, Berea, Ollie Pike, Paris.

The Lexington Leader gives the following account of the accident which cost so many lives:

Richmond, Ky., March 23.—The bodies of Engineer Arthur Sanford, of Paris, and Fireman George DeVore, of this city, who were killed in the head on collision between north and south bound freight trains No. 76 and special No. 913, on the L & N. R. R., near White Station, were dug from beneath the wreckage late Tuesday afternoon in a terribly mangled condition.

The arms and legs of both were broken in several places. In addition to their heads and bodies being crushed and cut beyond recognition. In addition to the two engines, the tenders, a car of flour, one of trunks, two of railroad steel and several empties, eleven, eighty-ton cars of coal, were heaped in a pile in a cut about 125 feet long, under which the two men were buried.

James O'Rourke, fireman, of Paris, who was removed to the infirmary early Tuesday morning, having almost all the flesh from head to foot scalded, died about 11 o'clock, making the total dead four; and of six one of them, Otto Pike, a brakeman, of Paris, may prove fatal, having suffered a fracture of the skull and a broken shoulder.

Young Hayes, night operator of Berea, whose failure to execute an order to hold one of the trains, was the cause of the collision, has been in an almost prostrate condition since the occurrence. After letting the train out and discovering his mistake, he resorted to every effort to get into communication with some farmer along the line by telephone, in the hopes of having the trains flagged.

Wreckers from each end of the road were at the scene within an hour after the accident with a crew of 300 men and every effort was exerted to have the track cleared by midnight.

More than 1,200 people from here, Berea and the surrounding country went to view the wreckage, which is considered the most damaging railroad wreck the road has ever had. The loss is estimated by conservative officials at from \$150,000 to \$250,000.

MOST VICTIMS FROM PARIS.

Paris, Ky., March 23.—The death of Engineer A. H. Sanford and his fireman George DeVore, both of whom lived in this city, was heard here with much regret. Nearly all the men injured in the frightful crash were residents or former residents of

Paris. There were, besides Sanford and DeVore, Conductor Harry Lyons, James O'Rourke, Engineer Joe Bowling, and Brakeman Otto Pike, J. M. Ford, and W. C. Hamilton.

Mr. Sanford for many years had lived at the Fordham Hotel and was one of the most popular engineers on the road. He was a member of Paris Lodge No. 2 F. & A. M. and was a clever and genial fellow. Mr. Sanford is survived by his mother, and several brothers and sisters, all of whom reside in Covington.

Brakeman T. J. Champ, who was one of the crew of the ill fated regular north bound train tells a graphic story of the collision and the heart rending scenes that followed the impact.

Mr. Champ says the block lights at Berea showed a clear track to Richmond, and that Engineer Sanford pulled the throttle and just a few minutes before the crash came, was coming down grade at a lively clip.

Mr. Champ says that he had just left the engine and was retracing his steps to the caboose when he heard the signal whistle of the special, and looking around saw the big headlight coming into sight. He knew Engineer Sanford was unaware of impending danger as the curve in the track prevented him from seeing ahead and realizing that in another moment the locomotives would come together, jumped to save his life, rolled a distance of some sixty feet, after striking the ground and arose unhurt.

As he regained his feet he heard the crash of the engines and could see for an instant through the flash of lights as they reared up and toppled over, the piling up of car after car of loaded freight.

In a moment all was still but for the hissing noise of escaping steam, and he rushed to where the pile of twisted iron, broken timbers and scattered freight seemed to be mountain high, to discover if possible the whereabouts of Sanford and DeVore. He heard for a brief moment cries and groans from beneath the pile of wreckage and soon knew that both men had met a horrible death. The wrecking crew left Paris shortly after the news was received here in charge of general Foreman E. H. Gorey and carried all the available men that could be secured.

Through trains were considerably delayed, being sent around by the Rowland division to Richmond and thence to Corbin.

Brakeman Champ told graphically how Operator Hayes had tried to prevent the collision, after discovering his great mistake, by telephoning to a man, who he knew lived at Whites, to rush with all possible haste to the track and flag the north bound train, but the man's wife was critically ill and he could not leave her bedside.

Arthur Sanford, the Engineer who lost his life in this accident, was a nephew of Mrs. D. W. Clark, of this city.

—Rev. J. H. Blackburn will preach at the Baptist Church Sunday morning.

JIM HEMPHILL,

A Negro, Killed at Ely's Sunday, by Dock Howerton

Dock Howerton, of Ely's Mines, was given an examining trial Monday afternoon before Judge Stamper, charged with killing Jim Hemphill, a negro, at Ely's, Sunday.

The evidence, as brought out at the trial, in substance, was, that the negro, Hemphill, came to the home of Howerton Sunday, in an intoxicated condition, while Howerton and his wife were at the table eating. The negro began to be abusive and insulting, and demanded a cup of coffee, which was served to him. He seemed to be displeased with this and upset the coffee on the table. He then demanded a piece of pie, and Howerton, being afraid of having trouble with him, gave him a piece of pie, which the negro ate. He then pulled a pistol from his pocket and told Howerton he intended to kill him, and punched him several times in the stomach with the muzzle of the pistol. Howerton got out of his way and left the house, and some of the negro's friends came and took him away. Howerton returned to his home again and shortly afterward the negro came back and finding the door closed, attempted to force it open, and as he did so, Howerton fired on him with a pistol, the ball striking him in the right breast, killing him instantly.

After hearing the evidence, Judge Stamper promptly dismissed Howerton, upon the grounds of justifiable homicide, and he was permitted to return to his home.

Howerton was represented by J. D. Main, and W. R. Lav represented the Commonwealth. Howerton is a coal miner in the employ of W. R. Huggins, and looks to be about 30 years of age.

The negro, Hemphill, was a North Carolina negro, and bore a bad reputation, and it was said, had been run out of his native State.

In Old Kaintuck Again!

(From the Jessamine Journal.)
DR. G. M. HENDREN.

Once on a time the river run—
Some three years or more ago,
Its amber stream was wont to run
In one incessant flow
For those whose tongues would get
So dry

They'd be rattling in their talk
Until this stream could liquify
Those dry spots in old Kaintuck.

Then this river ran so swiftly,
Sweeping all obstacles by—
Until strange as tale of fiction—
Of a sudden it went dry!
There was nothing left to guzzle;
Nothing left to give 'em pluck
Like a drink from that old river,
Best beloved in old Kaintuck.

So at first they thought to dam it,
And they damned the whole ship's crew

Till you breathed the fumes of sulphur,
And the atmosphere turned blue;
But their forefoul maledictions
Softened not the blow that struck
Down that old, time-honored custom
Of a "nip" of old Kaintuck.

So they called the stream the "Tiger"
And they surnamed it the "Blind,"
As being most appropriate
Of cognomens they could find;
For the "beast," shy and near-sighted,

To corral him was blind luck
As one sought along back alleys
For a "snort" of old Kaintuck.

But there's gladness in the bluegrass,
The old tiger's sought his lair,
And the "wets" will wet their whistle
With the Bourbon and the beer;
So the water-wagon party
Will abate its battle cry,
For the wagon's badly busted,
Sprung a leak and run out dry.

There's no longer need to linger
With a jug behind the door,
Bracing up to go and hustle
For the "unit bill" some more;
Nor to cry, "abas with Bourbon!"
Nor berate the beer of buck,
For they sure are going to guzzle
In old Nisholasville, Kaintuck,

BRADLEY ON TOP

So Confesses Sadly, But Emphatically the Louisville Post

The Paper That has Renominated Edwards.

The Louisville Post, the paper that commands the Eleventh District to re-elect D. C. Edwards to the Congress, is the same that daily assails the President, and misrepresents Senator Bradley. The Post is now driven to confess that Bradley is on top.

The Louisville Post of March 18, writes:

"A Washington telegram to the Louisville Herald says Senator Bradley has prepared a statement to show that the President's friends have not been discriminated against in the distribution of Federal patronage in Kentucky. This statistician undertakes to show that thirty-seven places have gone to alleged Taft men, while the Senator has secured only nine for the followers of Mr. Fairbanks.

No Taft man has been appointed to office in Kentucky unless he has been able to show first of all he was a Hitchcock man.

II.

"In 1907 the Evening Post, voicing the desire of the progressive Republicans of Kentucky, called on the State to put forward the name of Mr. Taft and to stand by him to the end.

"This disturbed the Hitchcock conspirators, and his agents in the State condemned the Evening Post for its premature campaign and for disturbing party harmony by its damnable iteration of Taft's name.

"It was this early and constant call for Taft that defeated the Fairbanks followers, and forced the Cortelyou-Hitchcock-Postmasters Ring if give a reluctant support to Taft.

"The men whom the correspondent names as Taft men put in office were not Taft men but Hitchcock men, and took their orders from Hitchcock, even when these orders threatened to the Taft program.

III.

"Two contests arose between Mr. Hitchcock and the Taft supporters in Kentucky. The first was on the floor of the convention. The friends of Mr. Taft in Cincinnati insisted that the friends of Mr. Taft in the Kentucky state convention should not agree to any compromise which would make Senator Bradley a delegate from the State at large.

"On this test vote Mr. L. M. Petty, postmaster at Shelbyville, voted for Bradley and against the Taft delegates. Mr. A. B. Patrick, who was made Marshal in the Eastern district, following the removal of Capt. Sharp, an original Taft man voted for Senator Bradley and against the Taft program in the State convention.

"The postmaster at Frankfort is Mr. Barnes. He was put on the ticket as a Taft man, but when the contest arose in the delegation for the selection of a member for the national committee, Mr. Taft's followers presented the name of Mr. Ernst. Mr. Hitchcock determined to beat Mr. Ernst, and he put up the postmaster from Paducah, Mr. Fisher. Mr. Barnes, under instructions, no doubt, from the Postmaster General, who was on

SEVERAL "DAM" LIES NAILED DOWN

Edwards' Gangsters Advised to be Honest and Tell the Truth

BUT THEY CAN'T DO IT.

A great noise is being made by the Edwards gang about his getting an appropriation to complete Lock 21, 30 miles below this place on the Cumberland. If Edwards had never been in Washington at all, but had as usual, been working politics for re-election, the dam would have received the appropriation just the same as all other uncompleted work. This every one knows, who knows anything about it.

The Herald says this dam will form a pool 30 miles long, and be navigated daily by steamboats. The truth is, Lock 21 is as useless as a fifth wheel to a wagon, without dams completed all along the river to Nashville, and Edwards has failed completely to get a cent on new work. Any person who knows anything at all about the tonnage of freight on this 30 miles of pool, knows that there is not and can not be sufficient to employ a single steamboat. Every river man knows that in this pool territory there is not a steamboat load of freight a month. It wouldn't pay to run even a small steamboat once a week. An ordinary gasoline boat can handle all the freight with ease. Consequently the completion of Lock 21, so far as steamboating is concerned, is a humbug pure and simple, and is of no earthly benefit to the community. Even now, during high water, when freight is at its best two steamboats have no trouble to handle the freight over a territory extending nearly 150 miles, and often go and come in light.

In the zeal of the Edwards

the ground, voted for Fisher against Ernst. The Ernst men were compelled to withdraw their man, and they presented the name of Mr. Burnham, who was elected, notwithstanding the opposition of the Postmaster General.

IV.

"Mr. Roberts, who was removed from office preemptorily, was a strong Taft man. The Taft leaders in Central Kentucky had recommended as Mr. Roberts' successor, Mr. Berryman, a strong Taft man. Their recommendations were ignored. There was an agreement reached between the Senator and the Postmaster General, by which Mr. Bradley was given the Collectorship at Lexington and at Owensboro, and Mr. Hitchcock was given the appointment in Louisville.

EASTER LUNCHEON

Hotel Jones' March 27, 1910

Dining Room Opens at 5 O'clock P.M. Sharp.

MENU.

Turkey with Cranberry Sauce.
Cold Boiled Ham (Kentucky Style).

SALADS

Egg Salad, Fruit Salad.

VEGETABLES

Sliced Tomatoes, Saratogo Chips, Cucumbers.

DESSERTS

Frozen Pudding and White Cake.
Hot Biscuit and Plain Bread,
Coffee, Ice Tea.

The dining room will be arranged to seat 50 guests.

BOSWORTH BANQUET.

The business men of Middlesboro gave to State Senator Joe Bosworth a splendid banquet at the Huber Hotel last Tuesday night.

There were 150 present and a most delightful time was had by all present. Quite a number of toasts were given and among them one from Judge F. D. Sampson of this city.

Those who attended from here were Dr. Coffey, Judge Sampson and Editor D. W. Clark.

CORRESPONDENCE.

CROWDED OUT.

We have received several good correspondence this week that are unavoidably crowded out. If you get discouraged, we will try to do better in the future.

Crowns of Gold.

In rose and blue and violet,
Through stained windows tall,
Upon the crimson altar-steps
The Easter sunbeams fall.
A row of forms is kneeling there,
Sweet brows of angel mold,
White hands upraised in silent prayer,
Soft wings, and crowns of gold.
But lo! upon a nearer view,
Within the altar rail
The Easter lilies all alone
Are bending pure and pale.
Like slender waxen finger-tips
The creamy buds unfold,
And every fragrant blossom wears
A crown of virgin gold.

—[Minna Irving.]